

Mails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	PRINZ ROY. LUITPOLD	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. O. Pabke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL- BOURNE	"COLEMAN" Capt. H. Raeger	FRIDAY, 5th Nov., Daylight
KUDAT and SANDAKAN	"BORNEO" Capt. F. Samhill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSEILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	Nov., P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Guionnet	33rd Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £72.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.

P. A. LAPICQUE.

Hongkong, 26th October, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance.... 80 "	Width of Entrance.... 50 "	Width of Entrance.... 63 "
Water on Blocks..... 28 "	Water on Blocks.... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridges Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR SOOTH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 10th March, 1909.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows—

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 90 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1908.

REGRET

You will NEVER if you

VISIT

MOHIDEEN &
THAHA,

in
D'AGUILAR STREET,
the

NEW JEWELLERS
AND DEALERS

in
CEYLON PRECIOUS
STONES

of every description, and
other GEMS.

Hongkong, 11st August, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VROUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firmin and other

leading Establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co.,

25th May, 1909.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 22nd August, 1909.

AN ENGLISH VIEW OF THE MARRIAGE RELATION.

The development of the marriage idea in the individual savage mind, as I have, perhaps too flippantly, sketched it out, is precisely the development that has taken place as the nations have risen from savage freedom to the fetters of civilisation. For as they progressed, and their women grew more and more dependent on the men's labour, the more rigid became the bonds uniting them.

First came the purely physical mating, then the conception of the legal bond, and, much later, the ideal of marriage as a union of hearts and souls.

The modern emphasis placed on this third conception of marriage would seem to tend to weaken the permanence of the compact. "Where the moral union has failed, let the legal and physical union cease also," say in effect France and America.

It is significant also that in all civilized countries where an attempt has been made to raise by legal means the status of the woman the first step taken has been to assure to her the control of her own property, and especially of her own earnings, and with the high wages earning woman there has come, in some quarters at least, a revolution from the permanency of union.

In Germany this is especially the case, and a young professional woman will calmly announce to her friends that she and Herr X. will be setting down shortly in a union of "free honour," freie Ehre.

In England, of course, the sacramental nature of marriage is vigorously upheld; to regard matrimony as a piece of political domestic economy rather than as a holy ordinance is abhorrent to our national mind. We place the Turk, with his four legal wives, in the same category as the West African savage, with his couple of dozen. "No marriage at all!" we say. "Can there be anything holy in such a union?"

The British conception of marriage does not, however, dominate the thoughts of the whole world. Other nations freely grant that *sine qua non* is not the priestly blessing, but rather the legal recognition of the union. Our nearest Continental neighbors have made the religious ceremony pure facultative, the civil ceremony compulsory. In other words, the world-wide aim of the arrangement is the assured maintenance of the children, and of the mother, when race-work is done.

Were there no kind storks to bring us dear little babies, or if the old woman that lives in a shoe would consent to deliver them elsewhere if we didn't want one just at present, I fancy neither Church nor state would have bothered to invent the marriage knot—Mrs. Millicent Elsmere in *Manchester Chronicle*.

Intimations.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong 6th September 1909.

THERAPION MAY NOW ALSO BE OBTAINED
IN DRUGS (TASTELSS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kottan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses every other remedy employed.

THERAPION No. 1 is an inappreciable short-acting remedy, removing all discharges, effectively suppressing infections, the use of which does irreparable harm by laying the foundation of serious and other serious diseases. In gynaecology, it cures, irritations of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found absolutely efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a purifying remedy, removing all impurities of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much in fashion to employ mercury, arsenic, etc., to the destruction of patients' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 is for curing, or preventing, all diseases of the digestive system, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigour to those suffering from marasmus, influence of long residence in hot, unhealthy climates.

THERAPION is sold by principal Chemists throughout the world. Price is 2/6 per bottle. In ordering, state which of the three numbers required, and observe above Trade Mark, which is a fac-simile of word "THERAPION" as it appears on British Government Patent in white letters on a red ground, and is surrounded by a circle of the words "THERAPION" and "F. C. J. B. 1891".

Sole by all Chemists.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.	Signal	Indicates a Typhoon to the North of the Colony.
1.	A CONE point upwards	
2.	A CONE point upwards and DRUM below	Indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	Indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7.	A BALL	Indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be expected at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal, from the Light House.

F. C. J. B. 1891.

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON.

GALVESTON.

SHANGHAI.

1, John Street, Bedford Row, W.C.

19, Bentinck Street

166, Nanjing Road

Hongkong, 26th March 1908.

119

Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

FINE FOOTWEAR

FOR

LADIES and CHILDREN.

SMART WALKING SHOES

IN

BLACK GLACE, TAN GLACE, BLACK BOX CALF, TAN WILLOW CALF.



DAINTY SHOES

FOR

AFTERNOON AND EVENING WEAR.

"PETER PAN"

The most comfortable and reliable Children's Shoes ever produced.



Built on Anatomical lines and recommended by eminent chiropodists. The Finest English Leather only used in the construction of these shoes.

STOCKED

IN

BLACK GLACE, TAN GLACE, BLACK CALF, TAN CALF.

BY

WM. POWELL, LTD.

ALEXANDRA BUILDINGS.

Hongkong, 15th October, 1909.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, TO-MORROW, (the 3rd November, 1909, commencing at 2.45 P.M., at "THE PEAK,"

A QUANTITY OF HOUSEHOLD FURNITURE, (Particulars from Catalogue).

ALSO TWO LADIES' SIDE SADDLES, ONE IRON WASH-HOUSE.

A quantity of PLANTS in POTS (in good condition).

TERMS:—Cash on delivery.

On View from Tuesday, the 2nd Nov., 1909.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 30th October, 1909. [749]

To Let.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, (Offices and Godown.)

TO No. 4, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 15th September, 1909. [58]

TO LET.

GODOWN, No. 4, PRIMA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909. [730]

MODREENAGH:

DWELLING HOUSE, to Let at Peak, partly furnished.

Apply—

JARDINE, MATHESON & Co., Ltd.

Hongkong, 21st September, 1909. [724]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909. [463]

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPADORE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 11th September, 1909. [187]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

EXMOOR, CONDUIT ROAD, No. 1 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-WEI-CHONG ROAD A HOUSE in RIVON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRIMA EAST, BLUE BUILDINGS, and No. 165, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909. [5]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909. [77]

FOR SALE.

JUST RECEIVED:

A SELECTION OF FLOWER, VEGETABLE AND FRUIT SEEDS

in packet of 10 cents each

AND

Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACE & CO., 27, Des Vœux Road.

Hongkong, 9th October, 1909. [61]

ADVENTURES WITH CANNIBALS.

An interesting account of the pagan tribes brought under British administration by a recent military patrol in the remote parts of the Nigerian province of Muri, on the Upper Benue, has been received by Reuters Agency. In many cases the villages visited had never before been seen by a white man.

The relations between the Government and the Wurmuk people—the tribe chiefly concerned—had never been friendly, and the three expeditions previously sent against them having had no satisfactory result, a fresh force was sent into the country in consequence of attacks upon traders and also for the purpose of finally bringing the Wurmuk under control.

The people are described as being of the lowest type, every village being cannibal. Worship consists of the worst form of fetishism in most cases the entire population is naked.

The religious beliefs of these pagans are interesting. They believe in the transmigration of souls, a man being in their view reborn by the same mother after death. An evil man's soul becomes a witch, whose fate is death by burning.

In some cases the people worship a deity who at their religious celebrations is represented as armed with a long horn, which he blows at intervals. Sometimes this deity is fully clothed, on other occasions he is naked. One of the pagan deities kills all women who see him.

IRON SPEAR WORSHIPPED.

At a place called Bashima was seen an iron spear placed in the ground at a spot held in great reverence and worshipped by the people at night. In many of the houses were found wooden idols, which are not objects of worship in themselves, but are, as a rule, images of departed pagans.

The force started from Gateri, on the borders of the Bauchi and Muri provinces, some thirty miles north of the Benue and marched in a south-east direction over entirely new country of which nothing was known except the extremely bad character of the people. The first places visited are described as "shocking," the inhabitants being among the lowest. Their persons were so offensive that even the native soldiers were unable to remain near them.

Some hundreds of these pagans assembled while the political officer explained to them the wishes of the Government. As the patrol proceeded they found the inhabitants all working in their fields fully armed with spears and shields.

A large meeting of the people was called, and it was decided not to agree to the terms proposed by the British as punishment for the killing and eating of seven men. On the expiration of twenty-four hours' grace the force marched into the town which was cleared after considerable opposition. Two counter attacks were beaten off, the leading man being shot at eight places.

Forty cannibals killed.

During the fighting, in which the pagans lost many lives, a British officer was killed. The great who was in charge of one of the battalions displayed conspicuous gallantry. Owing to these operations the people became quite friendly, and it is not anticipated that they will give further trouble.

The cause of almost all the intertribal fighting is the women and the very common practice of taking wives without payment. There exists among certain of the tribes a custom of a regular exchange of wives which leads to many complications. At the same time, the married women are perfectly moral.

The patrol had great difficulty in obtaining guides owing to rumours of previous guides having been eaten.

Among the people there exists a curious custom of employing heralds, who, even in the time of warfare, are allowed to pass with safety from one belligerent village to another.

As a result of the patrol the pagan region in question will be effectively administered.

QUEER BREAKS OF LIGHTNING.

Perhaps the most surprising result of a lightning stroke is to be seen in those cases where no real harm is produced, though the injury to the clothing may make it certain that the lightning did hit the person, and even a watch chain has been fused without injury to its owner. It is, however, more common for temporary unconsciousness to be present, even if perfect health is regained. A very curious effect is seen in the case of a person struck by lightning who remains in the very attitude in which he was at the moment of death.

Eight farm labourers were resting at dinner time under an oak when they were all struck and killed by the same flash of lightning. When found they appeared to be still eating. One held a glass, another was carrying a piece of bread to his mouth and a third had his hand on a plate. In another case a woman was struck while picking a poppy. The body was found standing with the flower still in her hand. The most probable explanation of these occurrences is the instantaneous onset of rigor mortis, and it has been shown experimentally that in animals killed by electricity the onset of rigor mortis can be hastened by increasing the strength of the current.

Perhaps the most curious accompaniment of a lightning shock is the stripping off the clothes. This appears to be very common. Dr. G. Wilks of Ashford, Kent, describes a case in which a man was struck by lightning while standing by a willow tree. Immediately afterwards his boots were found at the foot of the tree and the man was lying on his back two yards off, absolutely naked except for part of the left arm of his flannel vest. He was conscious, but much burned, and his left leg was broken. The field around was strewn with fragments of the clothes, which were torn from top to bottom. The boots were partly torn. Flammation mentions a case in 1868 in which three women were standing round a reaping machine, when one of them was struck by lightning and killed; the two others were uninjured but they were stripped absolutely naked, even their boots being removed.

London, 2nd October.

A Parts correspondent writes: I went down to Malsons Lafitte to see the trials in the river Seine of a new wireless torpedo. This new "radio automatic torpedo," which will be armed with 1800 pounds of a deadly explosive, sufficient to make fragments of the most powerful warship, is the invention of M. Gabet, who is the son of an ordinary workman. The whole thing weighs nearly five tons and is composed of two main parts. The upper, which looks exactly like a Whitehead torpedo and is about the same size, merely serves the purpose of a float. The lower part, which is completely submerged, contains a powerful petrol motor and the explosive charge. The evolutions, of course, were carried out with ballast in place of the explosive.

To show off the paces of his invention M. Gabet went out in a motor-boat with two mechanics, towing the torpedo out to midstream. Only the float part of the torpedo showed above water. It was manoeuvred by two little masts and looked exactly like a small submarine. The two masts are connected by a wire which receives the wireless rays, and, acting in concert with a wireless apparatus in the motor-boat, starts, stops and reverses the motor, and turns the rudder in any direction desired.

M. Gabet then turned the torpedo adrift, and by a touch of his wireless apparatus in the motor-boat started the petrol motor of the torpedo. The electric lights, which sprang into life on either mast, showed that the torpedo had begun to move, and it then moved off rapidly down stream, with the motor-boat following about forty yards behind.

By working the wireless apparatus in the boat M. Gabet guided the heavy torpedo in whatever direction he wished, and occasionally switched it right round almost within its own length.

London, 2nd October.

THE ESQUIMAUX AND HIS HABITS.

Since the return to the civilized world of Dr. Cook and Commander Peary the Esquimaux have been talked of more than they ever were. We have heard strange tales about them. The whole world knows now, for instance, thanks to Dr. Cook, that an Esquimaux who possesses a gun and a few knives is a millionaire in his own country, and we have been informed that these mysterious inhabitants of the Arctic call the Pole the "Big Nail."

It may therefore interest the reader to know more details about the brown-skinned natives of Greenland, the men who live on blubber and are the indispensable companions of the Arctic explorer. Whatever the achievements of Cook and Peary, no one can deny that they were possible by the assistance of men picked among the little and poor people who dwell "way up North" in desolate Greenland, near the limit of eternal snow.

What is an Esquimaux like? His portrait is easily sketched: A small person (five feet five inches) the average height of the men and five feet that of the women) with a grayish-copperish and oily skin, thick lips, deep-set and oblique eyes like the Japanese, a flat, oval face and fat cheeks, a low retreating forehead, and black, glossy, straight hair, which is allowed to grow to its full length. The hands and feet are remarkably small. The nose is abnormally flat.

The faces of the children are generally so fat that the eyes almost disappear and the nose is sucked between the cheeks instead of protruding.

The Esquimaux have a happy, careless, optimistic look about them. Nordenfjöld used to call them "big children," and stated that "these unfortunate creatures, who are deprived of every comfort, are conceited and jocular. They are hospitable, too, and when brought into contact with Europeans they grow civilized quite rapidly, though they retain a number of their old habits."

As regards dress, it is almost the same for women as for men: A close-fitting sealskin coat, with a hood for the head and breeches of the same material.

Needless to say, the Esquimaux dislike water as a cleansing agent, and they lack fascination. But they do not consider Europeans as very attractive, and the refinements of civilization are repulsive to them. The same Nordenfjöld once told a very amusing story on this matter. He gave a bottle of eau-de-Cologne to an aged Esquimaux lady to smell. She almost fainted and called the scent "dreadfully stenching." But she dwelt in a sordid hut where the air was "unbearable" and lived on food of which one hesitates to think.

The Esquimaux have no religion worthy of the name. They are extremely superstitious, but how could they help being so, surrounded as they are by truly fantastic scenery—mysterious caverns and grottoes, mountains of ice, bathed in the weird light-effects of the Arctic atmosphere, and the ever-inspiring gloom of Polar night!

The Esquimaux, however, have much respect for the "head of the family." Funerals are a complicated affair in Greenland, and the most curious custom in connection with such ceremonies is the burying of a dog's head—meant to act as a guide—together with the dead body.

They live undisturbed during the summer and under snow huts during the cold season. They possess a skin canoe called kayak, a sledge and a few dogs.

They marry at an early age. The bride brings to her new home her clothes, a knife and a lamp. The husband gives her a cooking pot. Esquimaux etiquette compels the bride to object to marriage, and she must pretend to escape from her husband two or three times before settling down to her duties and accepting her share of responsibilities.—R. de C.

REMARKABLE TESTS OF "WIRELESS" TORPEDO.

FRENCH WAR ENGINE WHICH IS CONTROLLED BY DISTANT CURRENT.

London, October 2.

A Parts correspondent writes: I went down to Malsons Lafitte to see the trials in the river Seine of a new wireless torpedo. This new "radio automatic torpedo," which will be armed with 1800 pounds of a deadly explosive, sufficient to make fragments of the most powerful warship, is the invention of M. Gabet, who is the son of an ordinary workman. The whole thing weighs nearly five tons and is composed of two main parts. The upper, which looks exactly like a Whitehead torpedo and is about the same size, merely serves the purpose of a float. The lower part, which is completely submerged, contains a powerful petrol motor and the explosive charge. The evolutions, of course, were carried out with ballast in place of the explosive.

To show off the paces of his invention M. Gabet went out in a motor-boat with two mechanics, towing the torpedo out to midstream. Only the float part of the torpedo showed above water. It was manoeuvred by two little masts and looked exactly like a small submarine. The two masts are connected by a wire which receives the wireless rays, and, acting in concert with a wireless apparatus in the motor-boat, starts, stops and reverses the motor, and turns the rudder in any direction desired.

M. Gabet then turned the torpedo adrift, and by a touch of his wireless apparatus in the motor-boat started the petrol motor of the torpedo. The electric lights, which sprang into life on either mast, showed that the torpedo had begun to move, and it then moved off rapidly down stream, with the motor-boat following about forty yards behind.

By working the wireless apparatus in the boat M. Gabet guided the heavy torpedo in whatever direction he wished, and occasionally switched it right round almost within its own length.

London, 2nd October.

A Parts correspondent writes: I went down to Malsons Lafitte to see the trials in the river Seine of a new wireless torpedo. This new "radio automatic torpedo," which will be armed with 1800 pounds of a deadly explosive, sufficient to make fragments of the most powerful warship, is the invention of M. Gabet, who is the son of an ordinary workman. The whole thing weighs nearly five tons and is composed of two main parts. The upper, which looks exactly like a Whitehead torpedo and is about the same size, merely serves the purpose of a float. The lower part, which is completely submerged, contains a powerful petrol motor and the explosive charge. The evolutions, of course, were carried out with ballast in place of the explosive.

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London, 2nd October.

HONGKONG AND SHANGHAI BANK.

In the House of Commons on the 7th ult., Mr. Bellairs asked the Secretary of State for Foreign Affairs whether, in view of the support which the Foreign Office had given in important negotiations to the Hongkong and Shanghai Bank and the recent action of the bank in connection with a proposed railway loan, of which the terms were at variance with the preferential rights assured to this country in regard to the Hankow-Canton and Hankow-Szechuan railways, as well as with the agreement of 1898 between the bank itself and the Deutsch-Asiatische Bank, the Government would make it a condition of future British support that the members of the committee in London, the directors in Hongkong, and all holding positions of trust in the bank should be British subjects.

Mr. McKinnon Wood, who replied, said: The rule in such cases is that support is afforded when it is otherwise desirable, to companies in which the preponderance of shares is held by British or naturalised British subjects. I am therefore unable to make the condition desired.

THE T. K. PACIFIC SERVICE.

STATEMENT BY THE GENERAL MANAGER.

The following is taken from the *Victoria (B.C.) Daily Colonist* of October 5th:—

"The Togo-Kisen Kaisha will not break with the Pacific Mail line, and enter into a running agreement with the Western Pacific Railroad as was reported, according to Mr. W. B. Avery, assistant General Manager of the line, who has just returned to San Francisco from Japan. According to Mr. Avery, the present traffic agreement with the Pacific Mail, which has been in effect for ten years, is satisfactory to the Japanese line. It is a contract, however, with no time limit and it may be terminated by either party on 'six months' notice.' It is the purpose of the company," said Mr. Avery, to develop the South American coast trade. So far it has proved to be profitable and can be made more so. The service will shortly be increased by the addition of a new steamer. She is a craft of 10,000 tons and is capable of making 12 knots on her run. While in Yokohama I attended the meeting of the Directors of the Togo Kisen Company and I would say right here that the company was thinking of amalgamating with the Nippon Yusen Kaisha, which operates steamers between Japan and Puget Sound and thence service and the Chinese trade. At the meeting of Directors the differences in the company relating to the policy dividend paying were gone into. T. Annon, the steamship magnate of Japan and President of the company, outlined his view regarding the establishment of a sinking fund and the manner in which dividends should be divided and the agreement reached by all of the Directors was highly satisfactory."

"As there was a probability of the company terminating traffic relations with the Pacific Mail Company and entering into new ones with the Western Pacific line," was asked.

"There is nothing in it," replied Mr. Avery. "Our contract with the Pacific Mail Company which has been in existence for ten years still stands. While it can be terminated by either party within six months upon notice. I can say that we have at present no other traffic agreement in view."

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SILVIA,"

Captain Porcellus, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before T.O.D.A.Y.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov., 1909, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., 1909, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th October, 1909. [737]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th November, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th October, 1909. [747]

Intimations.

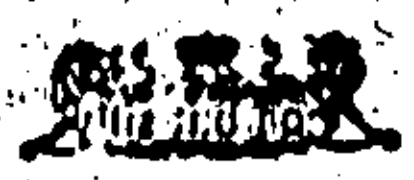
A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world; and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilising and redeeming it however has since been triumphantly accomplished, and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of

Intimation.



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AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Editorial business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

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The postage on the weekly issue is any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On October 10, 1909, at Glasgow, Glasgow, to Mr. and Mrs. J. R. Lysons, a son.

On October 25, 1909, at Shanghai, the wife of J. J. Symington, of a son.

On October 9, 1909, at Shanghai, to Mr. and Mrs. T. Tolentino, a daughter.

MARRIAGE.

On October 27, 1909, at Shanghai, Wilhelm Meyer, Danish Vice-Consul, son of Louis Meyer, Esq., of Copenhagen, to Kirsten, daughter of Arge Dammen, Esq., of Copenhagen.

DEATHS.

On October 27, 1909, at Shanghai, Margaret Elizabeth, daughter of Alexander and Nora Hill, aged seven months.

On October 27, 1909, at Shanghai, Oswald S. Thomsen, late 2nd Engineer, Norwegian Steamer *Holm*, aged 32 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 2, 1909

DISPENSARIES FOR THE BOAT POPULATION.

An innovation which should prove of decided importance to the boat population of the Colony was introduced yesterday, when dispensaries were established at each of the stations where the masters or owners of small craft are required to take out or renew their licences. These dispensaries, which are in connection with the Tung Wa Hospital, are described as free to the people for

whom they have been especially inaugurated, and to a certain extent the term is no misnomer. But only to a certain extent, because the holders of licences will be required in future to pay an additional ten per cent. on the fees demanded for the licences. In other words, the possessor of a junk licence for a vessel of a thousand piculs will pay, in future, \$6.60 for his parchment. Whether an addition of sixty cents on such a sum will be regarded as oppressive by the people concerned we have no means of knowing at present, but it would scarcely seem to the ordinary man that the owners and masters of junks earning large sums of money would submit any serious objections to the addition. The advantages which they will derive from the establishment of dispensaries in the most convenient districts where they have to call in the regular course of things should fully compensate them for the extra few cents which they will have to pay. It should be recognised that the services of the dispensaries are open to all the members of the crew as well as to the licenceholder, so that in the case of a junk carrying an indefinite number of hands the benefits to be derived are proportionately increased. So far as we understand the ten per cent. is not to be regarded as a compulsory payment—it is a subscription, or, if the phrase is preferred, a donation given in expectation of favours to come. That interpretation may be refuted, but our information runs to the effect that in the case of an applicant for a licence refusing to pay there is no means of compelling him to do so, nor is there the power to withhold the licence provided the other requirements of the law are complied with. Of course that is a nonsensical arrangement, absurd on the face of it, and so far the difficulty has not arisen. But if such an anomaly do exist then we presume the shipping authorities will provide for the lapsus as soon as possible. We take it that the dispensaries could not refuse medicine to a junk couple simply because his master was blind to the merits of the scheme. If they did there would be a howl of execration throughout the Colony, and it would have been better if these particular dispensaries had never been established. The only plan is, accordingly, to impose the extra ten per cent. as part and parcel of the fee payable for the junk licence. There are those who may be inclined to wonder why the Tung Wa committee, working through the Harbourmaster, should think it necessary to inaugurate additional dispensaries for the sole benefit of the boat population, but anyone who knows anything of these people who are born, live their arduous lives, and die, so to speak, on the sea knows how seldom they are to be seen rambling through the city streets. All their interests are centred around the wharves: like the gypsies at home they have their own habits, customs and paradoxical ways. Possibly they have their own peculiarities of speech. Certainly they do not mingle with the common herd, but do fine their attentions to their kin, who wrestle daily with the treacherous waters of Hongkong, and there is nothing to attract them on shore. It is true that the sampan people are wandering about the water front, but that is all in the way of business. The only persons, claiming a connection with the boat population, who may be occasionally found leading a shore life are those unfortunate females who have been cast off as useless burdens, though to the foreigner it will always seem as if the women of the poorer class in China render as much solid service as their male friends. In these circumstances it will be understood that the boat population of Hongkong as a whole are averse from travelling through the city in search of the dispensaries which have been thoughtfully provided by the Tung Wa Hospital, and it is hoped and believed that when they find that special provision has been made for their medicinal wants they will not be slow to make the most of them. Probably they will be induced to patronise the dispensaries in time of sickness if only to get the value of their money. In any case, the idea is an excellent one in every respect, and we can only trust that it will prove a success, whoever has been responsible for it.

LOCAL AND GENERAL.

THE Master of a large junk was fined \$10 in the Police Court this morning for obstructing Blake Pier.

THE Diplomatic Corps in Peking has proposed that it should attend the Hsiao Chin Empress's funeral to the Tung Chih Gate.

A CHINAMAN was fined \$10 at the Magistracy this morning for being in possession of \$200 worth of ammunition on board the s.s. *Hoi Tung*.

It is stated that the German Minister has demanded from the Waiwupu the right to construct docks in Shantung, but the Waiwupu has not replied on the subject.

It is stated that the Viceroy and Governors in the provinces have replied to an order from the Ministry of Justice, stating that they have strictly forbidden the infliction of indiscriminate tortures on prisoners in the district magistrates' yamens. They have reported that they will deal severely with any cases in which torture is resorted to against their instructions.

Flourish. There appeared at the Magistracy this morning for gambling at No. 145, Queen's Road East. Two of the petty keepers of the establishment, were each fined \$10, while the rest had each to pay \$5.

THE battleship *Satsuma*, which has just been completed at the Yokosuka Naval Yard, made its official trial trip on the 21st ultimo off Yokosuka, with satisfactory results. The trial of the *Satsuma* was laid on November 19, 1909.

THE Japanese Consulate will be closed to business to-morrow in honour of His Majesty the Emperor of Japan's birthday. Messrs. Fuenatsu will be "At Home" from 4.15 p.m. in the evening they will receive the members of the Japanese community in Hongkong.

At the Magistracy, this morning, the house-boy who stole masonic jewels from No. 149, Combe Road, the property of Mr. W. H. Parrell, to the value of £25, was given six months' hard labour. Another Chinese was also charged with receiving the articles and was remanded, bail being allowed to the sum of \$1,000. It appears that the jewels were melted shortly after the robbery, leaving only traces of the owner's name on the face of the medals.

THE Anti-Opium Commissioners, as a Chinese report, have come to the conclusion that opium prohibition should not be entirely in the hands of the local authorities, as they may not carry out the scheme thoroughly. It is proposed that after the Empress Hsiao Chin's funeral this month a special force of anti-opium detectives should be organized for service in the provinces in suppressing opium-smoking.

A RATHER good story is being told, with regard to the police headquarters. Several of the stations telephone their captives in the morning. This new rendering, which will appeal to shipping men, was made not a year ago. "Have you got that name?" "Yes, what is it?" "John James Brown, second officer." He had got the name (but the avocation) and when it figured on the sheet for the day it was transcribed into "J. I. B. second maid." It is said the Captain Superintendent refused to smile.

THAT the rice crops throughout central Luzon north of Manila have suffered considerable damage from the typhoon of Sunday is the news brought to Manila in meagre reports which have been received from the north. On account of telegraphic communication being interrupted and no mails received from Tarlac and Pangasinan, it is impossible to state the amount of damage the growing crop has suffered. It is known, however, that practically the whole of the rice land in the central valley of the island is under water, and reports so far received indicate that many buildings in northern Tarlac and Pangasinan have been wrecked by the wind.

CANTON DAY BY DAY.

RAILWAY LINE DAMAGED.

[From Our Own Correspondent.]

Canton, 21st November.—The section from Yuen Tsin to Pa Kung Hou of the Canton-Hankow Railway, was damaged by flood after the recent typhoon and traffic was temporarily suspended from the 21st instant. The necessary repairs have now been completed and through traffic from Wongshe to Pa Kung Hou was resumed today.

On the 28th ultimo an Imperial Decree was issued in which the Provincial Treasurer, Tsung Tsi, and Provincial Judge, Yin Kwai Hi, in the Kweichow province, were summarily dismissed for being still addicted to opium smoking and for being unable to get rid of the habit. On the following day another Imperial Decree was issued appointing Shum Shui Hing and Mun Tak to be Provincial Treasurer and Judge, respectively, in Kweichow to replace the two dismissed officials.

THE LATE CHAKO CHIH-TUNG.

Yesterday a memorial service was held at Kwong Ngai Shui Kung in honour of the late Grand Councillor Chak Chih Tung. H. E. Viceroy Yuan Shu Tsun was among those present.

CHINESE "DRAWN" WORK.

Consul Albert W. Pontius of Swatow furnishes the following information concerning the present condition of the drawn-work industry in that Chinese district, started by missionaries fifteen years ago.

At the outset the industry was operated as a philanthropic venture, to assist widows and wives of men not earning sufficient to gain a livelihood. As soon as the method was understood and the production appreciated hundreds of households were devoted to learning the industry. At present in the districts of Kityang, Swatow, Kachikok and Kialat the approximate number of women and girls occupied in this work is over 5,000, representing 1,000 families. It is not possible to form any correct idea of the amount of production, but the value of the goods exported annually amounts to \$500,000. The cloth used is manufactured from the ramie fiber, the best grades coming from Canton and Hankow. The product manufactured locally is more coarsely woven than the imported article. The greater part of the cloth used is known as the "Shin Hui" variety, and comes from Canton. Lately a cheap imitation of this excellent grade has been used to a considerable extent, the product being manufactured in the Kityang district. The drawn work manufactured from the cheaper cloth can only be sold to those not familiar with the industry. The class of goods turned out consists chiefly of dollies, serviettes, tray cloths, table centres, lunch cloths, shirt waists and blouses, dresses and bedspreads. The business is now chiefly handled by brokers, who buy the finished article and dispose of same to the wholesale and retail dealers.

M. ICHILLUM CASE.

QUESTION OF SPECIAL DAMAGES.

Before Mr. Justice Gomperts in the Supreme Court this afternoon, Mr. C. T. Alabaster, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) in a motion on behalf of Captain T. A. Mitchell that John Lemm be ordered to pay to the plaintiff as damages the sum of \$1,500, being the amount which the plaintiff has already paid to the Trustee in Bankruptcy, together with which sum, not exceeding \$15,715.40, as the plaintiff is liable to pay to the said Trustee.

Mr. M. W. Slade, instructed by Mr. P. M. Hodgson (of Messrs. Ewins and Harston) appeared for the defendant.

Mr. Alabaster informed the Court that he proposed to file an affidavit of Mr. Looker.

Mr. Slade objected and suggested that formal evidence should be taken, and said that he had no wish to embarrass the other side.

Mr. Alabaster said that it was necessary to relieve the plaintiff of the stigma of Bankruptcy and to recover his out-of-pocket and submitted that the wrongs of the defendant involved the plaintiff to pay the Trustee in Bankruptcy \$100 a month until his discharge.

Argument was heard and the case adjourned.

THE BANKRUPTCY CASE.

SEVEN CHARGES AGAINST MOOSA.

In connection with the proceedings instituted by the Acting Official Receiver (Mr. A. G. M. Fletcher) against M. Ebrahim Moosa, late of Moosa e Vieira and Company, the following charges have been made out against the defendant:—(1) With intent to defraud did not to the best of his knowledge fully and truly discover to the Trustee in the above Bankruptcy all the debtor's property and how and to whom and for what consideration and when he disposed of \$8,000 or part thereof; (2) with intent to defraud did not deliver up to the Trustee in the above Bankruptcy certain of the debtor's property which he is required by law to deliver up; (3) with intent to defraud did not deliver in the said Bankruptcy all the books, documents, papers and writings in his custody or under his control relating to his property or affairs; (4) after the presentation of a Bankruptcy petition by him or within four months next before such presentation he did unlawfully and with intent to defraud conceal a certain part of his property to the value of \$50 or upwards; (5) with intent to defraud he unlawfully made a material omission and misstatement in his Statement of Affairs; (6) with intent to defraud was guilty of false representations for the purpose of obtaining the consent of his creditors to an agreement with reference to his affairs dated the 18th May, 1908; (7) with intent to defraud his creditors he unlawfully made a delivery or transfer of certain of his property.

THE LATE PRINCE ITO.

ARRIVAL OF THE REMAINS AT TAIREN.

Tairen, Oct. 27.

The first news of the assassination of Prince Ito was received here last evening, but very meagre details were forthcoming. It was stated that Prince Ito, on his arrival at Harbin station, had been shot in the stomach by Koreans. The Prince lived for an hour afterwards. The Japanese Consul-General at Harbin was severely wounded in the chest, whilst Mr. Tanaka, a Director of the Railway, had his ankle shattered, and a secretary of Prince Ito was also wounded. Mr. Nakamura, the President of the South Manchurian Railway, escaped unharm. It is stated that the assassins were four Koreans, who were immediately arrested. The local papers publish no details this morning owing to the strict censorship, and the general attitude of the public here is very quiet. A feeling of sorrow is everywhere manifest.

At 10.30 a.m. today a special train arrived here, bringing back the body of Prince Ito. Hundreds of people lined the streets, and the cortege was an impressive, though simple one. It was led by buglers, playing a funeral march, and followed by a company of Japanese infantry, in field dress. Behind them came the corpse, borne on a stretcher by four soldiers, and covered merely by a white sheet. On either side walked eunuchs whose presence was intended to maintain the fiction that a Japanese Prince is not dead until his demise has been officially announced by the Emperor.

Mr. Nakamura and other Directors of the Railway walked immediately in front of the stretcher, and a large number of Government, naval and military and Consular officials followed it. The procession proceeded slowly between silent lines of spectators to the annex of the Yamato Hotel, where it remains until this afternoon, when it will be conveyed to Japan on a fast cruiser summoned from Sasebo.

News here is very meagre. The papers are allowed to publish nothing of importance. The feeling in local circles is that General Horvath and the Russian Railway officials are to blame for not having taken proper precautions for Prince Ito's safety.

It is reported in Tairen that Prince Ito's visit to Harbin was connected with negotiations for the transfer of a section of the Chinese Eastern Railway to the South Manchurian Railway Co.

EXPIATORY MISSION FROM KOREA.

Tokio, Oct. 29.

An Expiatory Mission has left Korea for Tokio. The Emperor of Korea will contribute ¥30,000 towards the expenses of the late Prince Ito's funeral, which has been fixed to take place in Hiobya Park on November 5.

Thirty alleged accomplices of the assassin have so far been arrested in Harbin and the neighbourhood.

Baron Komura, Minister for Foreign Affairs, has given instructions that the prisoners who have been arrested in connection with the crime are to be tried in the Kwangtung Governor-General's Court.

Count Satsuma, the Premier, declares that he will inherit Prince Ito's policy of spreading civilization.—M. C. D. News.

MACAO'S DELIMITATION.

MOVEMENT BY THE CANTONESE.

[From Our Own Correspondent.]

Canton, 21st November.

A telegram signed by representatives of the Cantonese residing in the four provinces of Chekiang, Fukien, Anhui and Hupeh to the respective addresses of the Canton Provincial Assembly, the Canton Association for the Protection of Boundary Rights and the Canton Self-Government Society was received here yesterday. The text of the message is in the following terms:—"With regard to the representations of the Portuguese to the Chinese Delimitation Commission, H.E. Ko, in which they categorically submitted their demands under five different heads, the people have been greatly exercised. It is now feared that the Macao delimitation question will be transferred to the Ministry of Foreign Affairs at Peking to be negotiated and settled, so immediate steps should be taken to select members in Canton to proceed to Peking as representatives of the people of the Kwangtung province to take part in the conference."

[The repeated assertion of the report that negotiations will be transferred to Peking has no foundation in fact. The respective Commissioners are proceeding with their deliberations in spite of the movement directed against the members of the conference.—Ed., H. K. T.]

THE SUNNING RAILWAY.

DEVELOPMENT OF KUNGVIK CITY.

Mr. J. W. Loureiro, Customs assistant-in-charge at Kongmoon, writes in his annual report for 1908:—"The section of the Ning-Yueng Railway from the new town of Kungvik to Sunning, which was completed in December 1907, was formally opened to traffic on the 6th January 1908, and on the 10th September (8th moon, 15th day) the town of Kungvik was opened to business. Festivities were held during three days and numerous samples of various foreign goods were exhibited for the purpose of advertising and introducing to the notice of the large crowds of farmers who visited the place from the surrounding country the benefits to be derived by the employment of improved farming implements manufactured abroad. It is estimated that some 700 houses have been built, the greater part of which are now occupied. The remaining section to Samgaphoi has been completed to within 6 miles, of the sea, but it is not the intention of the railway directors to push on with the work in the near future, as the expense of laying out a new town at the water-front and dredging the bay to admit vessels drawing from 12 to 15 feet is beyond their present means, and what funds they have available they propose utilising in the construction of a line from the opposite shore at Kung-yik to Kongmoon and the important district town of Sunwei, which is some 10 miles from the water-front. Their capital, permission to build having already been granted by the Board of Communications at Peking. The terminus of the new line will be situated on the water-front near the Custom House, and it is their intention to build wharves so as to enable steamers to discharge passengers and cargo direct into trains, which will be drawn up at the water's edge. It remains to be seen whether the completion of this line will benefit the trade of the port to any appreciable extent. That it will conduce to increased passenger traffic there is no doubt, as the Chinese are at last learning to appreciate the advantages of direct and rapid communication with their native places."

There has been some talk about starting the construction of a railway from Kongmoon to Fatsan, but owing to disputes as to which company should build the line, the Canton-Hankow Railway Company claiming the right to do so, matters are in abeyance.—Crushing machinery was imported during the year, and a factory for the purpose of extracting oil from ground-nuts is in course of erection.—An interesting feature, well worth recording, is the laying down of iron water-pipes in the principal streets of Kongmoon city to serve the double purpose of supplying the town with water from the river during the dry season, when the river is low and the wells are consequently dry, and also to furnish water to hydrants which are placed at the street corners for use in case of fire. To obtain the necessary power a steam-launch was built in Hongkong with powerful pumps, and being constantly under steam is able to take up a position on the river-front opposite to any section of the town in which a fire occurs and keep up a constant supply of water through the pipes and hydrants to enable the firemen to cope with the fire.

MANILA CIGARS.

TRANS-SHIPMENT AT HONGKONG FATAL LAPSE.

Collector Stratton has been instructed by the Secretary of the Treasury to demand from the United Cigar Stores Company the duty on the 15,000 Manila cigars delivered before the interpretation of the tariff, which required a direct shipment through to the United States without transfer. He has been told to forward no appeal from the company to Washington until the duty has been paid, and this will prevent the delivery to the company of any further importations until the full settlement.

There remains in the bonded warehouse a million or so cigars from the same shipment, which, if delivered, would be liable for duty at the rate of any other imported cigars. This is because they were sent on a local steamer from Manila to Hongkong, transferred there to a Pacific Mail boat and brought to San Francisco. The trans-shipment at Hongkong is the fatal lapse, which turns a "duty-free" article into a dutiable article.

In order to escape the duty and not handicap itself in the race with rival concerns, the United Cigar Stores Company has arranged to ship these cigars back to Manila without withdrawal from the warehouse, and then ship them back to San Francisco in the prescribed manner.

It will make a lot of extra freight money, but it will be cheaper than to pay duty as they figure it.

EMPEROR OF JAPAN'S BIRTHDAY.

DISPLAY OF FIREWORKS TO-MORROW.

We have been favoured with the following programme of fireworks display, in celebration of His Imperial Japanese Majesty's Birthday, to-morrow, the 3rd inst. The afternoon display will be from a point between Macdonnell and Kennedy Roads just below the Naval Hospital on Bowen Road. Arrangements have been made for a lighter to be moored near the French mail buoy in the harbour and from the lighter the fireworks will be discharged in the evening.

Daytime—3.30 to 6 p.m.

- 1—Salute.
- 2—Flags of Nations.
- 3—Rainbow and thunder.
- 4—Snow-capped mountain.
- 5—Aerial firing.
- 6—C. loured balloons.
- 7—The Alliance Flags.
- 8—A Japanese Ball.
- 9—Birds in a golden shower.
- 10—The Unlucky Jack and Rising Sun.
- 11—Weeping Willow.
- 12—A Japanese Lady.
- 13—Two Longvities (Crane and Turtle).
- 14—An Old Couple.
- 15—A Soldier.
- 16—Drifting Vapour.
- 17—Dense Cloud and Thunder.
- 18—Metamorphosis of the Sun.
- 19—Chrysanthemum.
- 20—The Alliance.
- 21—Elephant and Driver.
- 22—Dragon emitting Stars.
- 23—Chrysanthemum.
- 24—Unlucky Jack and Rising Sun.
- 25—Lanterns.
- 26—Five successive explosions.
- 27—Flowers.
- 28—Long Life (an old man).
- 29—Fish swimming.
- 30—Fisherman on turtle's back.
- 31—Weeping Willow and Dragon.
- 32—Willow Tree and Butterflies.
- 33—The Imperial Crest.
- 34—Rub-a-dub and cock-a-doodle-doo.
- 35—A stream and maple leaf.
- 36—Willow Tree and Dragon.
- 37—Golden flower.
- 38—Sun rising over willow tree.
- 39—Bombardment.
- 40—Explosion of magazine.
- 41—A pair of dragons.
- 42—Cavalry.
- 43—Thunderbolt.
- 44—Yellow Chrysanthemum.
- 45—Seabirds flying.
- 46—Hawk.
- 47—A fashionable gentleman.
- 48—Honey-moon in the sky.
- 49—Beautiful chrysanthemum.
- 50—Dewy chrysanthemum.

Nighttime—7 to 9.30 p.m.

- 1—Brilliant stars, simultaneously manifesting and disappearing.
- 2—Lanterns, changing colour.
- 3—White peony.
- 4—Willow tree and thunder.
- 5—Brilliant reign.
- 6—Spring in Japan.
- 7—Blue sky.
- 8—Weeping willow and flashes.
- 9—A Kite.
- 10—Kamoko.
- 11—A dragon in pursuit of a jewel.
- 12—Shining stars.
- 13—Summer cloud.
- 14—A pair of dragons.
- 15—The Imperial Crest.
- 16—Field gun.
- 17—Brilliant moonlight.
- 18—Chrysanthemum, dew laden.
- 19—Willow and dragon.
- 20—A shower.
- 21—Sun, moon, and dragon.
- 22—Falling leaves.
- 23—Maple trees.
- 24—Willow trees and stars.
- 25—Cherry blossom.
- 26—Thunder in bright sky.
- 27—Variegated flashes.
- 28—Flash of stars.
- 29—Sun and Moon together under willow tree.
- 30—Dragon under bright moonlight.
- 31—Falling star.
- 32—Moon after rain.
- 33—Bright autumn.
- 34—Rain showers.
- 35—Music in the sky.
- 36—Golden star.
- 37—Moon disappearing in rain.
- 38—Gun-firing.
- 39—Moon hanging on willow tree.
- 40—A dragon in pursuit of a jewel.
- 41—Showers and Moon changing colour.
- 42—Willow tree.
- 43—Quick-firing gun.
- 44—Explosion after explosion.
- 45—Chrysanthemum of various colours.
- 46—Morning star.
- 47—Variegated flashes.
- 48—Grandeur.
- 49—A group of dragon in a clear sky.
- 50—Weeping willow and flashes.

HONGKONG DOCK CO.

ANOTHER LIGHTER FOR MANILA.

Last week we reported the completion and delivery of the third lighter, out of several, built by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Philippine Government. Yesterday when the I. C. S. N. Co's s.s. *Zoelang* left for Manila she took in tow another lighter completed by the same builders for the military authorities in the archipelago. The delivery of the boat makes the third wooden lanch completed for the Quarter-master's Department at Manila, besides a steel vessel that was finished earlier. All these lanchs have been completed well within contract time and are destined in the superior workmanship for which jobs executed by the Hongkong Dock Co. are now so well known.

FLOOD DAMAGE.

DESTRUCTION IN NEIGHBOURING PREFECTURES.

[From Our Own Correspondent.]

Canton, 1st November.

The members of the Canton Central Relief Committee who were sent to the different districts to give relief to the flood sufferers, after the typhoon of the 20th ultimo, have returned to Canton. They reported that in the district of Sunnong one hundred and seventy-three houses in the city and the suburbs collapsed and about twenty lives were lost and many people were more or less injured. In the prefecture of Welchow, the city walls were under water for a while and a number of houses were destroyed. Up to the present over a hundred corpses have been picked up in the East River. In the district of Pok Lo some fifty feet of the city wall were washed away, and the Shek Hui marketplace was badly founded with the result that about seventy persons were drowned. The district of Tung On has suffered from floods twice, the first occasion being immediately after the typhoon and the second on the 25th instant. Some eight hundred feet of the embankments there gave way, resulting in great damage to house property and the paddy plantation.

The Central Relief Committee again sent a large quantity of rice to the district of Sun Hing for distribution to the flood sufferers.

THE TOYO KISEN KAI HA.

A loan of ¥2,000,000 raised last year by the Toyo Kisen Kaisha from Mr. Schiff and Messrs. Kuhn, Loeb, & Co. of America, guaranteed by the Specie Bank and the Dai-ichi Ginko, fell due last month, and was repaid on the 21st ultimo. The sum of ¥1,000,000 was drawn from the Dai-ichi Ginko, which had been deposited by the company, and the remaining ¥1,000,000 was borrowed from the same bank at an interest of 6½ per cent., to be repaid within one year.—*Japan Chronicle*.

PHILIPPINE COURTS.

LEGALITY OF CONSTITUTION CHALLENGED.

In a motion in arrest of judgment in the case of William Kennedy, one of the defendants in the Grant-Kennedy smuggling case, who was convicted and sentenced to one year's imprisonment in a decision handed down by Judge Loring on Saturday, Judge Frederick Garfield Waite, one of the attorneys for the defence brings before the courts the largest and most important question with which they have had to deal since American occupation of these islands, namely the *Manila Times* of 27th ult. Judge Waite makes the unqualified statement that the Courts of First Instance are not possessed of proper legal authority to try any defendant or to impose any penalty for the commission of crimes penalized by the Philippine Commission; and further, that the Commission itself has no legal authority to pass any acts penalizing any offence.

The question involves the matter as to whether Congress may delegate its power except directly, and issue will be fought all through the courts here and up to the Supreme Court of the United States, if necessary, to determine the legality of the establishment of the Philippine Commission by the Secretary of War, by authority of Congress.

This tremendously important question was presented to the Supreme Court of the United States in the Grafton case, but that court avoided the issue and acquitted the defendant under the jeopardy clause.

This is the main issue in the motion for arrest in judgment filed in the court this morning, and which is in part as follows:

That the Court of First Instance of the City of Manila neither has nor had legal jurisdiction to hear and determine the above entitled cause against defendant or to pronounce judgment and sentence therein for the reason that said Court of First Instance of the City of Manila is not a legally constituted and established judicial tribunal.

That no preliminary investigation of said alleged crime was ever held by any court possessing the necessary legal jurisdiction to hold and make the same.

That the alleged information presented against said defendant in said cause and upon which he was tried did not state facts sufficient to constitute a public offence.

That the alleged information presented against said defendant and upon which he was tried is so far indefinite and uncertain in the description of the offence that it does not state facts sufficient to constitute a public offence under the law.

At the same time as the motion for arrest in judgment was presented, counsel for Kennedy also presented a motion for a new trial, based, in substance, upon the following grounds:

That the trial court erred in receiving the testimony of his co-defendant Louis T. Grant; in receiving the evidence of the witness J. B. Couley as being competent; that the court erred in considering the alleged conspiracy between the two defendants and against Kennedy; that the conspiracy, if it existed, was a foreign country; that the court erred in not holding that the crime charged included solely the passing of the opium through the custom house, and not the preparation for its shipment; that the court erred in holding that Kennedy was a co-conspirator with Grant in the alleged illegal importation; and that the court erred in holding that the crime charged against Kennedy was in fact fully committed or consummated.

The prosecution has not, as yet, answered these two motions.

A TRUCK-COOLER was this morning fined \$10 for negligent driving, thereby causing damage to a showcase to the extent of \$10 and inflicting damage on sundry other articles.

SHANGHAI RACES.

FIRST DAY'S RESULTS.

We are indebted to the Hongkong Jockey Club for the results of the first day's races up to the time of going to press.

The Maloo Plate.
Haikow.....(Burkill) 1
Fubulus.....(Moller) 2
Snipper.....(Eggers) 3
Time: 59 4/5.

The Criterion Stakes.
Rève d'Or Rose.....(Burkill) 1
Gemini.....(Moller) 2
Butle.....(Hayes) 3
Time: 2.14.

The Maiden Stakes.
Kirkpatrick.....(Johnstone) 1
Oerdun.....(Burkill) 2
Regulus.....(Moller) 3
Time: 1.37.

AMERICAN MERCHANTS TO VISIT HONGKONG.

CHINESE INVITATION ACCEPTED.

The Chambers of Commerce of the Pacific coast yesterday, Oct. 4, formally accepted the invitation to tour China, extended by the commercial organisations of Shanghai, Amoy, Foochow, Nanking, Canton and Woohow. The acceptance was drawn up in the form of an elaborately embellished scroll, to which were attached the national colours. Several copies were made and mailed yesterday to the six organizations that had extended the invitation. At the same time one was presented to the Chinese consul-general.

The offer of hospitality from the Chinese followed the visit of the coast bodies to Japan. The trip to China will be made next February. There will be representatives from the chambers of commerce of San Francisco, Los Angeles, Oakland, San Diego, Portland, Seattle, Tacoma and Spokane. A number of ladies will be included in the party and the tour will be arranged in the same manner as the excursion to Japan. The formal acceptance is worded as follows:

TO THE

Chinese Chambers of Commerce of Shanghai, Amoy, Foochow, Nanking, Canton, Woohow, And Other Ports in China:

In sending cordial greetings and thanking you for your invitation to visit the Empire of China as your guests, the Associated Chambers of Commerce of the Pacific Coast Embracing the Chambers of Commerce of San Francisco, Oakland, San Diego, Los Angeles, Seattle, Portland, Tacoma and Spokane.

Have the honour to confirm the acceptance of the invitation which was cabled by the United States Consul General at Shanghai, under date of August 29, 1909.

The invitation from the Chinese Chambers of Commerce was promptly accepted by each of the Chambers forming the Pacific Coast Association for the month of February, 1910. In every instance the Chambers decided that the dignity and importance of the invitation involved the selection of a truly representative delegation of business-men.

THE ASSOCIATED CHAMBERS.

Assure you that they appreciate the spirit of friendliness that prompted the invitation from the CHINESE CHAMBERS OF COMMERCE. And that they will take great pleasure in promoting the mutual good will and the growth of trade between the two nations.

The Associated Chambers of the Pacific Coast.

J. D. LOWMAN, President.

C. W. BURKS, Secretary.

CHINESE AVIATOR.

CIRCLES ABOUT FOR 20 MINUTES IN NEW TYPE OF BIPLANE.

An Oakland despatch of 32nd Sept., says:—For 20 minutes Fung Joe Guey, a young Chinese inventor and aviator, circled through the air in the hills back of Piedmont yesterday afternoon in a biplane of his own manufacture, embodying his own ideas in aeroplane construction. He was able to demonstrate their advantages and to show that he had perfected a machine that could be kept under perfect control while in flight. He flew in a wide circle, despite a strong wind.

He met with an accident to the propeller that brought his flight to an end before he had tried high flying. The bolt holding the propeller to the shaft snapped after he had been in the air 20 minutes and the machine came to the ground. Fung Joe Guey was bruised in the fall. He made his flight near the old Dingee residence, back of Piedmont, about 6 o'clock last night. Chung Doo Nam, a Chinese restaurant keeper of 367, Ninth street, who is one of his backers, assisted him in putting the aeroplane together and was with him at the time he rose. A young Chinese disciple of the aviator and a few farmers of the neighbourhood were the other spectators. The aeroplane rose from the ground, but never reached a height of more than 10 or 12 feet, as Fung Joe Guey did not wish to venture higher until he had fully tested its dirigibility. He followed the rise and fall of the billy ground, without trouble, the aeroplane responding well in this respect.

The aeroplane consists of two planes 25 feet long and 6 feet 3 inches broad, placed one above the other, like other biplanes. It was driven yesterday by a six horsepower engine. The improvement that the inventor claims for his own consists of an extra plane between the large ones, stationed near the rudder of the machine. He says that this extra plane catches a current of air that the rudder can use. Fung Joe Guey says he will fly again. He is to construct another aeroplane on the same lines as the old one, but stronger. It is to be built of steel tubing and silk and will be driven by a more powerful engine.

THE BOYS' OWN CLUB.

HON. MR. W. J. GRESSON'S INTEREST AND ENCOURAGEMENT.

It has come to our knowledge that the Boys' Own Club has become the lucky possessors of a valuable piece of ground, containing about 35,000 sq. feet, which has been presented to them for their exclusive use by their honorary president, the Hon. Mr. W. J. Gresson, who takes a keen interest in the B. O. C. He was informed that this juvenile association could not obtain a piece of ground from the Government to build a club-house, form tennis courts, and a cricket and football pitch, so with great generosity and true sportsmanlike spirit Mr. Gresson made the offer of the exclusive use of a plot of ground at East Point. The Boys are naturally very proud of, and grateful to the donor for, this kind offer and are already taking steps to put the ground in order, so as to be available for use before the end of the year.

Mr. Gresson's encouragement to the Boys appeals to all, and already we learn several new members have made applications to join the new Club.

MASTER AND SERVANT.

ALLEGED WRONGFUL DETENTION OF PERSONAL EFFECTS.

In the Summary Court, this morning, before Mr. Justice Gompertz (Paine Judge) Mr. A. Dreyfuss, late of the firm of Messrs. J. Ullmann and Company, of 34, Queen's Road Central, brought an action against Mr. E. Bernheim, managing partner of the firm, in which the plaintiff claimed the delivery by the defendant of the clothing boxes and effects, wrongfully detained by the defendant, or in the alternative plaintiff claimed the sum of \$750, the value of the same, and for damages for retaining the same. Plaintiff also claimed the costs of action.

Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiff and Mr. M. Reader Harris (of Messrs. Wilkinson and Grist) was for the defendant.

Mr. Harris stated that the original action was for breach for damages for alleged wrongful dismissal and the same facts would have to come out in both actions. The facts would prejudice either one or other of both actions, and he therefore applied for an adjournment. Mr. Goldring contended that it was merely a question of what damages his client was entitled to.

Mr. Harris stated that the plaintiff was dismissed for certain reasons and admitted that the defendant had detained his personal effects. The Paine Judge—Had you a right to do that?

Mr. Harris—That would have to be decided. It was further stated by the defence that certain cash payments were owing to them by the plaintiff.

The Paine Judge stated that he would go on with the case on the basis that money was owing.

After further argument, the case was adjourned *sine die*, costs of the day being paid by the defendant.

BIG FIRE IN YOKOHAMA SETTLEMENT.

EXTENSIVE DAMAGE.

A conflagration, which, although serious, might have been much more so, broke out at about 4 o'clock on Thursday morning on the premises of Messrs. Varum, Arould & Co., No. 69, makers of tea chests on an extensive scale, and situated on Horikawa-cho (Creek-side), Yokohama. The *Japan Herald* says that as wood in large quantities was stored on the premises, the flames quickly secured a firm hold on the timber, and by the time the brigade arrived had assumed the proportions of a very serious outbreak. Fortunately the heavy winds prevailing the previous evening had dropped, otherwise the whole block, comprising many important business firms and dwelling-houses, would have been swept away. When the brigade arrived it was apparent that all that could be done was to devote the energy of the firemen to saving the surrounding property. That the brigade was successful will be borne out by a visit to the scene, a large roof in the yard and concrete wall also having lent its aid to check the passage of the flames. Several people resident in the immediate neighbourhood effected hurried exits from their houses, some of them, in their consternation, leaving their houses partly dressed, afterwards returning when they discovered there was no immediate danger.

In a short space of time many whiling helpers appeared and commenced to remove the goods from the threatened dwellings. Meanwhile the fire-engine had been brought into play, but unfortunately broke down, owing, it is believed, to the feed-pipe becoming choked, and by the time another engine arrived the flames had got a very firm grip on the saw-mills and some of the surrounding godowns. The dwelling-house of Mr. O. T. Gillon was in great danger, and several times the woodwork was in flames, at each instance being extinguished by a jet of water thrown on to the walls. The flames, rushing up the concrete walls of the saw-mill, gained a hold on the wooden pillars supporting a large corrugated iron roof, and shortly afterwards this collapsed with a fearful crash. Despite the efforts of the firemen, the flames spread to the godowns occupied by the firm of Messrs. Papanian, and effected a great deal of damage to the goods stored therein. Several other godowns, and also an old tea-firing godown, at present disused, suffered more or less seriously. The usual large crowd of sightseers were present, and certainly witnessed all they could desire from the spectacular side. While the fire was at its height, about a hundred blue-jackets from the British man-of-war in harbour came ashore and rendered very effective assistance in stemming the tide of flames. The total damage is unknown, but it will probably be very extensive. The cause of the outbreak is supposed to be the overheating of boilers in an engine-house.

"ZAFIRO" IN A STORM.

CATTLE INJURED ON BOARD.

After a forty hours' battle with one of the fiercest typhoons that swept the China coast years for years, a fight in which his mariner's pluck and ability proved superior to the infuriated elements, Captain Rodger safely brought the Hongkong-Maula liner *Zafiro* into port yesterday, after a passage of over three days from Hongkong, reports the *Cablenews* of 28th ult. Captain Rodger states that his vessel encountered the worst part of the storm on Sunday evening between five and seven o'clock and it is his firm belief that the *Zafiro's* light cargo and consequent buoyancy is the only thing that kept her from going to the bottom.

Several head of cattle were injured by being thrown about the deck, the port side stalls having been smashed by a giant wave and a number of the animals released. Two portholes of the vessel were smashed by a heavy sea, estimated to have had a force of fifty tons, on Sunday evening.

Captain Rodger remained on the bridge of his vessel throughout the height of the gale and typhoon-lashing himself to the bridge to keep from being swept from his post. Chief Officer Fraser, asked by Captain Rodger to retire, and rest at nine o'clock Sunday evening, until called at midnight, was overcome by fatigue and went fast asleep, in his stateroom, in overall.

On Monday evening the sea began to moderate and the *Zafiro*, getting back to her course, from which she had been driven north a distance of 70 miles headed for Manila.

The *Zafiro* brought 64 passengers, 18 head of cattle and a general cargo, including some 2,000 cases of cement for the Carabao Island fortifications. Among the cabin passengers were 16 Dutch and Austrian missionaries, who, their trust in Providence remaining unshaken throughout the ordeal, offered up prayers for the safety of the heroic master-led to the bridge of the vessel, in a grim determination to conquer the seething elements.

PREVENTION OF PLAQUE.

ANTI-RAT CAMPAIGN IN KOBE.

A Prefectural Order, No. 50, was issued on the 22nd ultimo by the Hyogo Kencho relating to the destruction of rats. The Order reads as follows:—

(1) The term building used in this Order means houses, godowns, sheds, (naya), factories, walls, and any other structures, where rats can be harboured.

(2) The owners or those in charge of any building, when deemed necessary by the police authorities for the prevention of plague, shall carry out structural alterations for the suppression of rats, as dictated by the competent officers.

(3) No objects capable of harbouring or of encouraging the approach of rats shall be deposited or piled up close to a building in which structural adjustments for the suppression of rats have been carried out. This provision does not apply to cases where the permission of the police authorities has been obtained.

(4) Owners or managers of buildings where fittings for the suppression of rats have been damaged shall repair them without loss of time.

(5) The inhabitants of a zone wherein operations for the suppression of rats have been carried out shall maintain the arrangements in good order. If any defect in the works which may require repair be found the inhabitants in the zone shall report the discovery to the owners or those in charge of the building or to the competent authorities.

(6) When any operation is carried out on a building which necessitates an alteration in the arrangements for the suppression of rats, the approval of the police authorities must be obtained.

(7) The inhabitants of the zone where operations for the prevention of rats are being carried out shall collect any refuse capable of furnishing food for rats, placing it in covered receptacles. The refuse so collected must not be thrown away outside of the rubbish boxes.

(8) The inhabitants of such a zone shall continue to carry out operations for the destruction of rats as may be ordered by the competent authorities.

(9) Persons damaging or destroying arrangements made for the suppression of rats will render themselves liable to detention by the police or to a fine, and they may be ordered to repair the works at their own expense.

(10) Any person violating Articles 3 to 7 of this Order shall be liable to a penalty not exceeding ¥5.

SUPPLEMENTARY RULES.

(11) The provisions of Articles 3 to 10 of this order shall be applied to arrangements for the suppression of rats made by the municipal authorities of cities, towns, or villages, and any other arrangements made before this Order was issued.

(12) The provisions of the preceding Articles shall apply to Kobe City for the time being.

(13) This Order comes into force from the day on which it is issued.

THE WEATHER.

The following report is from Mr. F. G. Figs, Director of the Hongkong Observatory:—

"On the 2nd at 11.55 a.m.—The barometer has risen over the Annam coast, the typhoon having moved away inland.

Pressure has given way over China, W. Japan and the Loochoos. A depression appears to be developing over the Eastern Sea.

The high pressure area lies over E. Japan. Moderate to fresh monsoons may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. to N.E. winds, moderate or fresh; some rain.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamoche, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

To-day's Advertisements.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, 9th November, the Anniversary of the Birthday of His Most Gracious Majesty King Edward VII.

Hongkong, 2nd November, 1909. 1755

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on FRIDAY, the 5th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 2nd November, 1909. 1745

THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL.

ON FIRST FLOOR OF NO. 25 DES VŒUX ROAD CENTRAL

(opposite the P. & O. S. N. Co.'s office.)

OPENED DAY:

From 11 A.M. to 5 P.M.

From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.

Embroideries, Silk, Oil and Water Colour Paintings.

Cerics and Perfumes.

Scenes, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &c.

Hongkong, 1st November, 1909 1753

Intimations.

We have received a new shipment of extra choice

ENGLISH BACON

75 cents per lb.

THE DAIRY FARM Co.,

LIMITED

Hongkong, 19th October, 1909. 1380

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

NOTICE.

CHINESE ENGINEERING AND MINING CO., LIMITED.

A FINAL DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15% for the year ending 28th February, 1909.

COUPON No. 13 is payable on 2nd November, at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE, Agent.

Hongkong, 19th October, 1909. 1747

AL FRESCO FETE IN AID OF THE FUNDS OF THE SOCIETY OF ST. VINCENT DE PAUL.

Under the Distinguished Patronage of H.E. the Governor, Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O.

To be held in the COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL, on

SUNDAY.

7th NOVEMBER, 1909, from 9 P.M. to 11.30 P.M.

Admission Ticket 5/- which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fete only.

The public is respectfully invited to inspect the various stalls from 2 to 7 P.M. on the 7th instant.

Tea and Cakes will be served during the afternoon.

By kind permission of the Commanding Officer and Officers of the 13th Rajputs, the band will play from 9 to 11.30 P.M.

Tickets can be obtained from 10-day at Messrs. Grace & Co., 2, Des Vœux Road, and at the Roman Catholic Cathedral Compound on Sunday, the 7th November, from 9 A.M. to 7 P.M. and at the gate on the night of the Fete.

Hongkong, 1st November, 1909. 1754

D & J McALLUM'S

"Perfection"

Embraces All the qualities of a high class Scotch Whisky for Connoisseurs.

A Perfect Whisky: Mellow like a Liqueur.

SOLE AGENTS—**H. PRICE & Co., Ltd.**, 12 Queen's Road.

PROPRIETORS: **D & J McALLUM, EDINBURGH.**

Hongkong, 19th October, 1909

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF CHINA" SATURDAY, NOV. 28TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"MONTEAGLE" SUNDAY, NOV. 21ST.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"ALLAN LINE" FRIDAY, JAN. 28TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 42.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent, Corner Peddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"YATSHING"	THURSDAY, 4th Nov., Noon.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 5th Nov., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 5th Nov., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"KUTSANG"	FRIDAY, 12th Nov., 2 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagizse Ports, Chofoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 29th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	3rd Nov., 3 P.M.
SHANGHAI	"ANHUI"	4th " Noon.
NEIHOIWEI & TIENTSIN	"CHIHAI"	5th " 4 P.M.
SHANGHAI	"KUEICHOW"	6th " Daylight.
MANILA, ZAMBOANGA and USUAL	"LISAN"	7th " 4 P.M.
AUSTRALIAN PORTS	"OHANGSHA"	7th " 4 P.M.
MANILA	"TEAN"	9th " 3 P.M.
SHANGHAI	"OHYHUA"	12th " 4 P.M.
SHANGHAI	"OHENAN"	14th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chihai, etc.) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 56. Hongkong, 2nd November, 1909.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Date.

ZAFIRO 1540 R. Rodger MANILA SATURDAY, 6th Nov., at Noon.

RUBI 1540 R. W. Almond " SATURDAY, 13th Nov., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Monday, 30th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSU MARU 5,000 tons gross Sail 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 18th October, 1909.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI V. SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 7th Nov., at 10 A.M.
SHANGHAI Via SWATOW, AMOY and FOCHOW.	"BUJUN MARU" Capt. Y. Fuseno	THURSDAY, 4th Nov., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 2nd November, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATE 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	IVO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA.	WAKASA MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 24th Nov., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KAGA MARU, Capt. M. Hagio, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBE.	SHINANO MARU, Capt. K. Kiwara, Tons 6500	TUESDAY, 24th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	NIKKO MARU, Capt. M. Vagi, Tons 6000	FRIDAY, 26th Nov., at Noon.
KOBE and YOKOHAMA.	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 26th Nov., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO.	KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 24th Nov., at Noon.
	KAWACHI MARU, Capt. H. Petersen, Tons 6500	SATURDAY, 13th Nov., at Daylight.
	TOTOMI MARU, Capt. R. Smith, Tons 4500	MONDAY, 8th Nov.

Cargo only.

Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 2000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Kitano Maru (Capt. F. E. Cope) About Wednesday, 17th November.

Hirano Maru (Capt. H. Fraser) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. Sommer) About Wednesday, 13th Jan., 1910.

Nishina Maru (Capt. A. E. Moors) About Wednesday, 9th Feb., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO.

Manager.

Hongkong, 2nd Nov. 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR."

Captain G. F. Hudson, will be despatched for the above Ports on FRIDAY, the 5th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 2nd November, 1909. (745)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1909. (765)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading in all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

Kumari 6,232 J. Mathis 18th Nov. 1909.

Aymrie 4,303 Boyd 16th Dec. 1909.

Suvero 6,232 S. Shannon 13th Jan. 1910.

Oceano 4,657 F. W. Davies 10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 21st October, 1909. (710)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BRECONSHIRE."

Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 1st November, 1909. (752)

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRY."

Captain Privat.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 2nd October, 1909. (76)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. E. S. GROVE.

Leave Hongkong for Canton at 9 a.m. every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., Hongkong, 26th April, 1909. (718)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 13th November, 21 Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, 10,512 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Port.

Silk and Valuables; all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Persia, due in London on 27th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 1st November, 1909. (74)

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast)

THE Steamship

"COULSDON."

Captain Turnbull, will be despatched for the above Port on THURSDAY, the 4th Nov., 1909.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 30th October, 1909. (695)

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 21st October 1909. (748)

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC."

will be despatched for the above Ports on SATURDAY, the 20th November, 1909.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 25th October, 1909. (731)

Intimations.

D. NOMA,

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and being 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and perfect execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not obtained by any other, as their composition is only known to me. In tattooing unskilful some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.

Hongkong, 1st September, 1909. (746)

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Fashionable Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old EMBROIDERIES to be made into Rugs for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 2nd April, 1909.

TO-DAY'S EXCHANGE.

SHIPPING AND MAILS

MAILS DUE

Shipping.

Clearances at the Harbour Office.

Passengers arrived

Passengers 4 (p. 1)

Shipping Report.
 from Swatow:—Moderate
 cloudy clear weather.

VESSELS IN PORT.

Steamers Expected.			
Vessels	From	Agents	Fares

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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DOCK RETURNS.

KONG AND WHAMPOA DOCKS.

TAIKOO DOCKS.



Ships Passed The Canal.

Sale at Home—1st Oct

...and the

HONGKONG TIDE TABLE

From November 2nd to 8th 1909

afternoon.

M. 0048X METEOROLOGICAL 289

November 2nd, 1909, a.m.

Post Office.

CHRISTMAS MAILES

The clerks of this Post Office a

regulations will not be accepted.

Europe, &c., India, via Tot

Saigon—Per *Sexta*, 3rd Nov, 4 P

Massachusetts—Box Sul. Tel. 4th Nov.

Simpsonhafen, Herbertshöhe, M

Journal of Management Studies, 19(1), 67-80.

SHANGHAI VIA SIBERIAN Mail to

Europe—Per *Lincol.*, 6th Nov., 6 P.M.

VISITORS AT THE HOTELS:

—♦—

Wilson, G. L.

THE DRAMATIC WATERTIGHT SHIPS ON THE CHINA STATION

1. Lt. Edmund Lambert, U.S. Commander-in-Chief.

THE WHITE MAN ON HEAD ON THE CHINA STATION

† Flagship of Rear-Admiral Perrin, Commander-in-Chief

CONFIDENTIAL

(*) Flagship of Rear-Admiral Richard V. ...
... the naval defense of ...

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

COMPANY	NO. OF SHARES	VALUE	PAYD UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$150,000	\$2,000,810	Interim of 1/2 for account 1909 @ 5% 1/2 = \$1.72	4 %	\$100 sellers London 4/9
National Bank of China, Limited	20,000	£5	£5	£4,000 \$50,000	\$50,552	\$1 (London 3/6) for 1909		\$65 buyers
MARINE INSURANCE.								
Canton Insurance Co., Limited	10,000	\$50	\$50	\$1,000,000 \$100,000	none	\$10 for 1908	7 1/2 %	\$162 1/2 sellers
North China Insurance Company, Limited	10,000	£15	£15	£150,000 \$1,500,000	Tls. 150,512	Interim of 7/8 for 1908	1 1/2 %	Tls. 105
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$4,600,000 \$460,000	\$2,464,931	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	5 1/2 %	\$84 1/2 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	\$1,800,000 \$180,000	\$707,517	\$12 and bonus \$3 for 1907	7 1/2 %	\$132 1/2 sellers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$100,000	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$114 buyers
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	\$1,250,000 \$125,000	\$568,711	\$27 for 1907	8 %	\$375
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$750,000 \$75,000	\$2,095	\$1 for 1906		\$81 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000 \$50,000	NIL	2 1/2 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$120,000	\$27,770	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£300,000 \$3,000,000	£13,755	6 1/2 for 1907 on Preference shares only @ ex 1/2 11/16 = \$1.154		\$60 buyers
Do. (Deferred)	60,000	£5	£5	£300,000 \$3,000,000	£62,817	Final of 2 1/2 for 1908 and interim of 1 1/2 for 1909		7 1/2 buyers
Shell Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,000,000 \$100,000	\$2,121	\$250 for year ending 10.4.1909	4 1/2 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$1	\$1,000,000 \$100,000	\$2,121	\$250 for year ending 10.4.1909	3 1/2 %	\$14 1/2
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$100,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$149 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$70,000	Dr. \$155,807	\$3 for 1897		\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,373	Tls. 3 1/2 for year ending 31.8.08		Tls. 335
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 \$10,000,000	£11,556	Interim of 1/6 (coupon N.12) for year ending 31.12.09	7 %	Tls. 20 sellers
Ramb Australian Gold Mining Company, Limited	50,000	£1	£1	£50,000 \$500,000	Dr. £2,191	No. 22 of 1/4 = 18 cents		\$74 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$45,000	Dr. \$7,421	\$1.75 for year ending 31.12.08		\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$300,000	\$30,108	None		\$63 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$250,000	\$345,162	Interim of 1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000 \$55,700,000	Tls. 6,161	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 77 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000 \$36,000,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 139 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	15,000	Tls. 100	Tls. 100	Tls. 1,500,000 \$15,000,000	Tls. 4,734	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	10,000	\$15	\$15	\$150,000 \$15,000	\$24,617	\$1.20 on old and 60 cents on first new issue		\$17 buyers
Hongkong Hotel Company, Limited	5,000	\$50	\$50	\$250,000 \$25,000	\$10,272	Interim of \$1.40 on old and 40 cents on new shares for account 1909		\$72 1/2 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$500,000	\$26,475	Interim of \$1 for account 1909	6 1/2 %	\$104 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$150,000	\$24,161	60 cents for 1908	6 1/2 %	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$30,000	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 3,750,000 \$37,500,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$62,500	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$43 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 \$7,500,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 149 buyers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$125,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 \$7,500,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)		Tls. 92
Loan-ling-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 \$8,000,000	Tls. 4,829	Tls. 4 for 1908		Tls. 112
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 \$2,000,000	Tls. 15,911	Tls. 50 for 1908		Tls. 460
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,075,500 \$107,550	£64	15 % per share for 1908	9 1/2 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$72,000	NIL	\$1.20 or 1908		\$13 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	\$1,000,000 \$100,000	\$61,138	50 cents for year ended 31.2.06	8 1/2 %	\$11 sa. and b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$125,000	\$2,407	80 cents for 1908	8 1/2 %	\$41 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$7 1/2	\$300,000 \$30,000	\$1,810	\$1.20 for year ending 31.7.09	7 1/2 %	\$16 1/2 ex div. b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$400,000	\$3,775	Interim of 1/2 for account 1909	10 %	\$7 sa. and b.
H. Price & Company, Limited	15,000	\$10	\$10	\$150,000 \$15,000	\$3,775	80 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$60,000	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$12,500	\$7,616	Interim of \$3 for account 1909	10 1/2 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$60,000	\$8,790	Interim of \$1 for account 1909	8 1/2 %	\$13 buyers
Maatschappij tot Nijver, Bosch- en Landbouwverpleging in Oost-Indië, Limited	15,000	Tls. 100	Tls. 100	Tls. 1,500,000 \$15,000,000	Tls. 310,423	Third quarterly of Tls. 1 1/2 for account 1909	7 %	Tls. 75 1/2 sa.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$25,000	\$1,202	50 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 %	\$13 1/2
Peak Tramways Company (new)	10,000	\$10	\$10	\$100,000 \$10,000	\$1,202	50 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	3 1/2 %	\$9
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$75,000	Pa. 18,640	None		
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200,000 \$2,000,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 103 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$15,000	Dr. \$56,602	None		\$24 1/2 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	\$50,000 \$5,000	\$236	40 cents for year ending 31.5.08	7 %	\$21
United Waterworks Company, Limited	10,000	\$10	\$10	\$100,000 \$10,000	\$172	60 cents for year ending 31.12.08	5 %	\$10 1/2 sales
United Asiatic Oriental Agency, Limited	10,000	\$10	\$4	\$40,000 \$4,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$90,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$28 sellers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$10,500	\$732	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$3 1/2 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,100,000	2 1/2	2 1/2	\$2,750,000 \$275,000	none	Interim of 12 1/2 % for account 1909		15 1/2 buyers
Balgonvale Rubber Estate, Limited	20,000	\$10	\$10	\$200,000 \$20,000	\$11,205	20 % interim for 1909		\$67 1/2 sellers
Cardfield Rubber Estate, Limited	12,500	\$10	\$10	\$125,000 \$12,500	none	Final 9 % making 12 1/2 % for 1909		\$20 1/2
Damanara (Selangor) Rubber Co., Limited	110,000	\$10	\$10	\$1,100,000 \$110,000	\$2,220	Final 9 % making 12 1/2 % for 1909		\$20 1/2
Golconda Malay Rubber Co., Limited	80,000	\$10	\$10	\$800,000 \$80,000	none	7 1/2 % interim for 1909		nominal
Highland & Lowland Para. Rubber Co., (fully paid)	182,454	2 1/2	2 1/2	\$456,135 \$45,613	none			nominal
Do. do. (contributory)	123,546	2 1/2	2 1/2	\$308,865 \$30,886	none			nominal
Kamuning (Perak) Rubber Tin & Co., Limited	910,000	2 1/2	2 1/2	\$2,275,000 \$227,500	none			nominal
Do. do. B Shares	105,000	2 1/2	2 1/2	\$262,500 \$26,250	none			nominal
Kuala Lumpur Rubber Co., Limited	18,000	\$10	\$10	\$180,000 \$18,000	none			nominal
Linggi Plantations, Limited (ordinary)	90,000	\$10	\$10	\$900,000 \$90,000	1,820	5 % for year ending 30.6.08		nominal
Do. do. (7 1/2 % pref.)	10,000	\$10	\$10	\$100,000 \$10,000	none	Interim of 40 % wgd. for account 1909		nominal
Ragalla Rubber Company, Limited (ordinary)	25,000	\$10	\$10	\$250,000 \$25,000	none	17 % for year 1908		nominal
Do. do. (8 1/2 % pref.)	25,000	\$10	\$10	\$250,000 \$25,000	\$6,712	15 % for year ending 31.12.08		nominal
Ledbury Rubber Estates Limited	6,000	\$10	\$10	\$60,000 \$6,000	none			nominal
Do. do. (contributory)	40,000	\$10	\$10	\$400,000 \$40,000	none			nominal
Sagga Rubber Company, Limited	20,000	\$10	\$10	\$200,000 \$20,000	none			nominal
Sandycroft Rubber Company	1,000	\$10	\$10	\$10,000 \$1,000	\$1,275	Interim of 30 % for 1909		nominal
Selangor Rubber Company, Limited	80,000	\$10	\$10	\$800,000 \$80,000	none			nominal
Shelford Rubber Estate Limited	65,000	\$10	\$10	\$650,000 \$65,000	£836	3 1/2 for 1908		nominal
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	\$250,000 \$25,000	none			nominal
Sungei Choh Rubber Estate Company, Limited	45,000	\$10	\$10	\$450,000 \$45,000	none			nominal
Sungei Kapar Rubber Company	110,000	\$10	\$10	\$1,100,000 \$110,000	\$3,448	8 1/2 % interim for 1909		nominal

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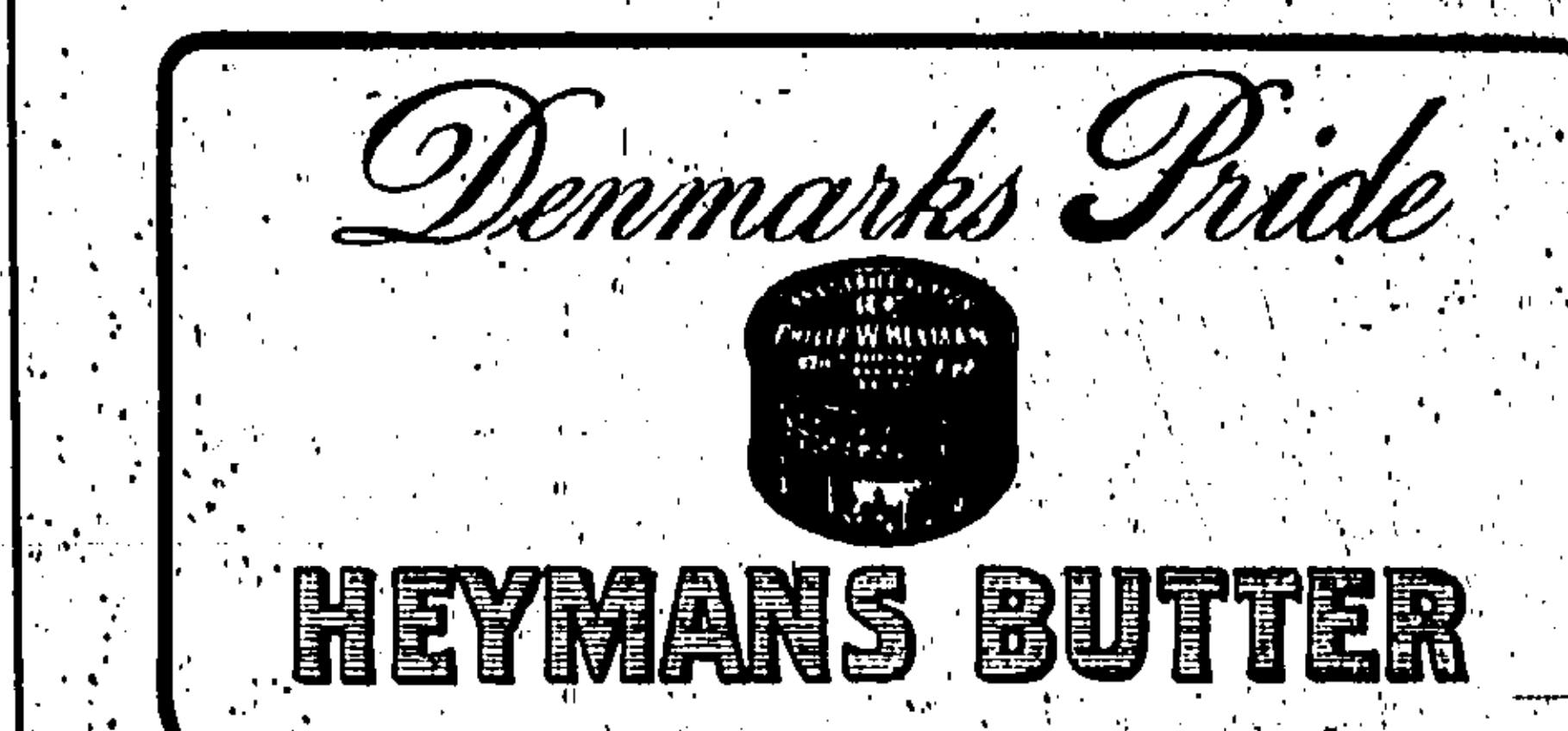
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